

The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

MARCH-APRIL 1976

VOLUME 15 NUMBER 2



THE NEW LINCOLN CONVERTIBLE VICTORIA

THE FORK & BLADE is published bi-monthly by The Lincoln Owners' Club at 9821 Copper Hill Road, St. Louis, Mo. 63124. Membership dues are \$7.50 per year payable to The Lincoln Owners' Club. Second-Class postage paid at St. Louis, Missouri.

THE FORK AND BLADE

THE FORK AND BLADE is the official publication of The Lincoln Owner's Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB, INC.

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

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BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00.

5. Dues for active members shall be \$7.50 per year.

6. Dues will be charged for the fiscal year beginning February 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.

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CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS, AVAILABLE NOW . . \$30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS, WHEN AVAILABLE . \$25.00
(Anyone ordering the 31-35 S.B. has the option of buying
the 24-30 S.B. for \$25.00)
3. AUTHENTIC COVER FOR ANY OR ALL SERVICE BULLETINS . . . \$5.00
4. L LINCOLN SHOP MANUAL, WHEN AVAILABLE \$20.00
5. 1921 LINCOLN SALES CATALOG, WHEN AVAILABLE \$5.00
6. 1931-38 CHASSIS PARTS CATALOG on 4 Microfiche cards . \$5.00
7. 1931-37 BODY PARTS LIST CATALOG on 8 Microfiche cards \$5.00

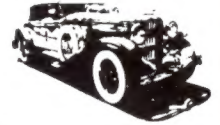
Items number 1, 6, and 7 are available for immediate delivery. Items number 3, 4, and 5 will be put in the mill as soon as about fifteen more orders come in for each. Come on now guys there must be fifteen of you as interested in this as I am, let's see some more orders. The 1931-35 Lincoln Service Bulletin project has been held up because of missing bulletins. They are as follows: Nov. & Dec. 1931, June-Dec. 1934, all of 1933, and June-Dec. 1935. One member states that some of these dates were omitted by the factory. If anyone can prove this please let Sally Ann Quick know. If anyone has any of the missing bulletins the club will give you a free set of the 31-37 Body list microfiche cards for the use of same. The loner bulletins should be sent to Sally Ann Quick, 9821 Copper Hill Road, St. Louis Mo. 63124.

| U. S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION <i>(Act of August 12, 1970: Section 3685, Title 39, United States Code)</i> | | |
|--|---|--|
| 1. TITLE OF PUBLICATION The Fork & Blade | | 2. DATE OF FILING Oct 3, 1975 |
| 3. FREQUENCY OF ISSUE Every other month | | 3A. ANNUAL SUBSCRIPTION PRICE |
| 4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, city, county, state and ZIP code) (Not printers) 9821 Copper Hill Road St. Louis, Missouri 63124 | | |
| 5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) Same as above | | |
| 6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR | | |
| PUBLISHER (Name and address) Sally Ann Quick 9821 Copper Hill Road St. Louis, Missouri 63124 | | |
| EDITOR (Name and address) Same as above | | |
| MANAGING EDITOR (Name and address) Same as above | | |
| 7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.) | | |
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| Lincoln Owners' Club | of President 213 Wilmar Drive Pittsburgh, Pa 15238 | |
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| 39 U. S. C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates." In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the reduced postage rates presently authorized by 39 U. S. C. 3626. | | |
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| A. TOTAL NO. COPIES PRINTED (Net Press Run) | | 520 |
| B. PAID CIRCULATION | | 520 |
| 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES | | None |
| 2. MAIL SUBSCRIPTIONS | | 478-485 |
| C. TOTAL PAID CIRCULATION | | 490 |
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| F. COPIES NOT DISTRIBUTED | | None |
| 1. OFFICE USE, LEFT-OVER, UNACCOUNTED, SPOILED AFTER PRINTING | | 40 |
| 2. RETURNS FROM NEWS AGENTS | | None |
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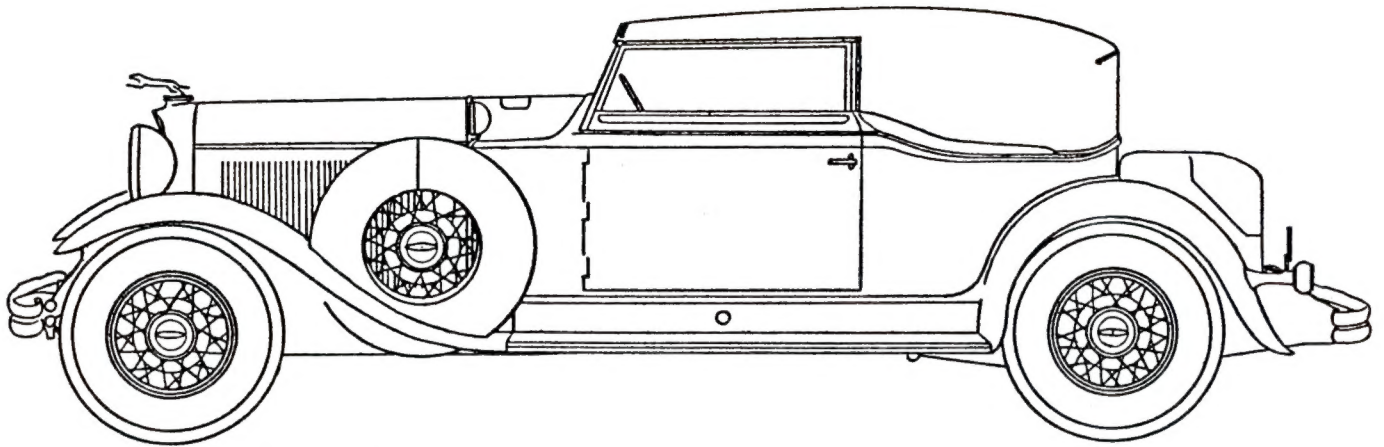
Press*Radio*TV RELEASE

FACT SHEET

FOR ADDITIONAL INFORMATION CONTACT: MORT FELDMAN
AT 537-1422

| | |
|------------------------------|--|
| <u>WHAT</u> | CLASSIC AUTO, INC. THE LARGEST RESTORER OF ANTIQUE CARS IN THE MID-WEST HAS OPENED IT'S NEW MUSEUM SALES SHOWROOM |
| <u>WHERE</u> | 25025 GRAND RIVER AVENUE DETROIT, MICH. 48240 AT THE INTERSECTION OF SEVEN MILE AND GRAND RIVER |
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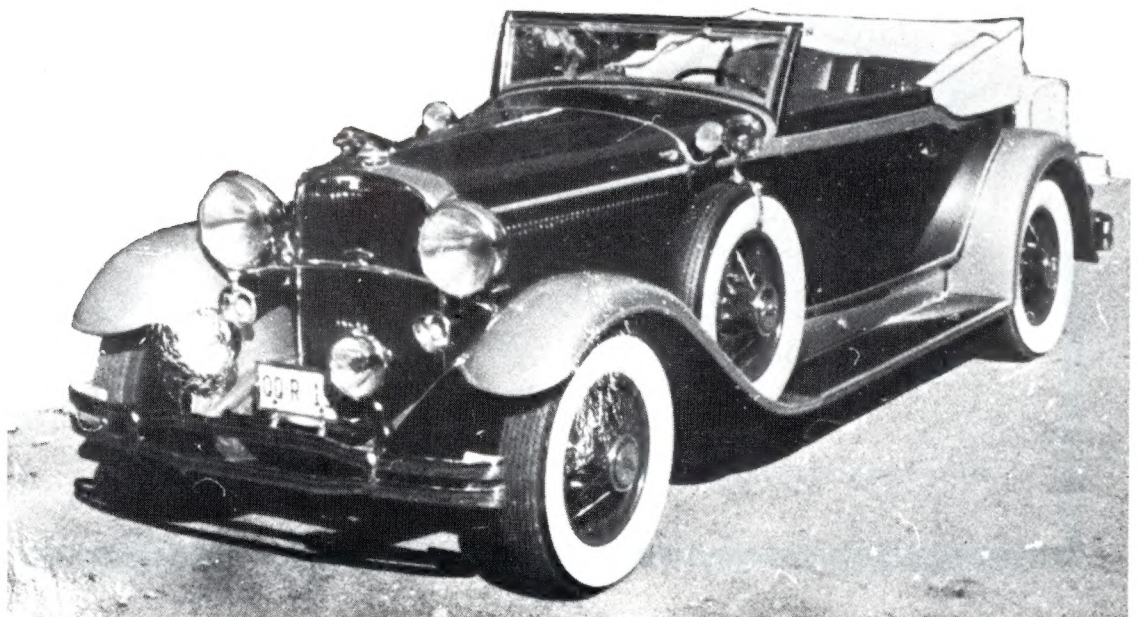
THE NEW LINCOLN WATERHOUSE CONVERTIBLE VICTORIA

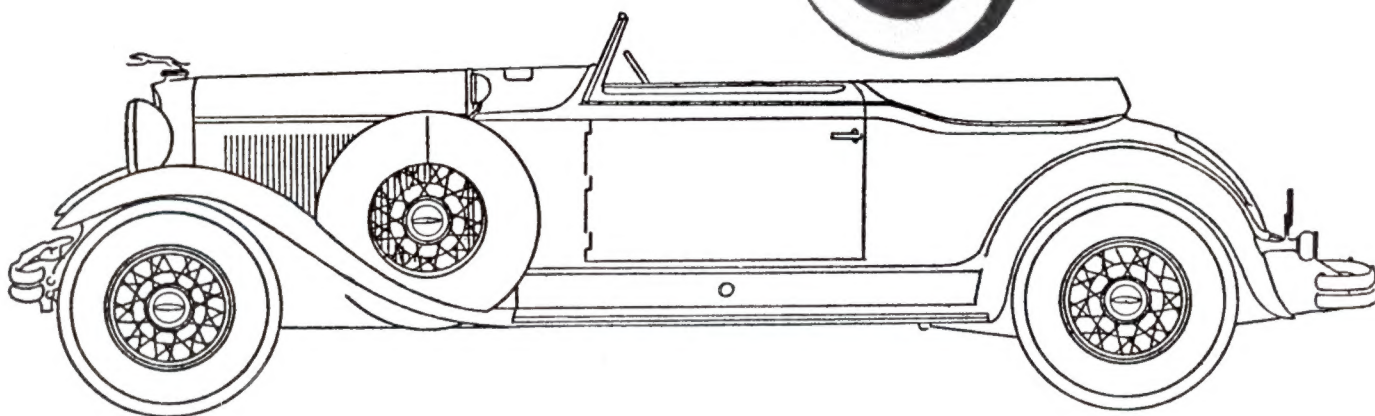
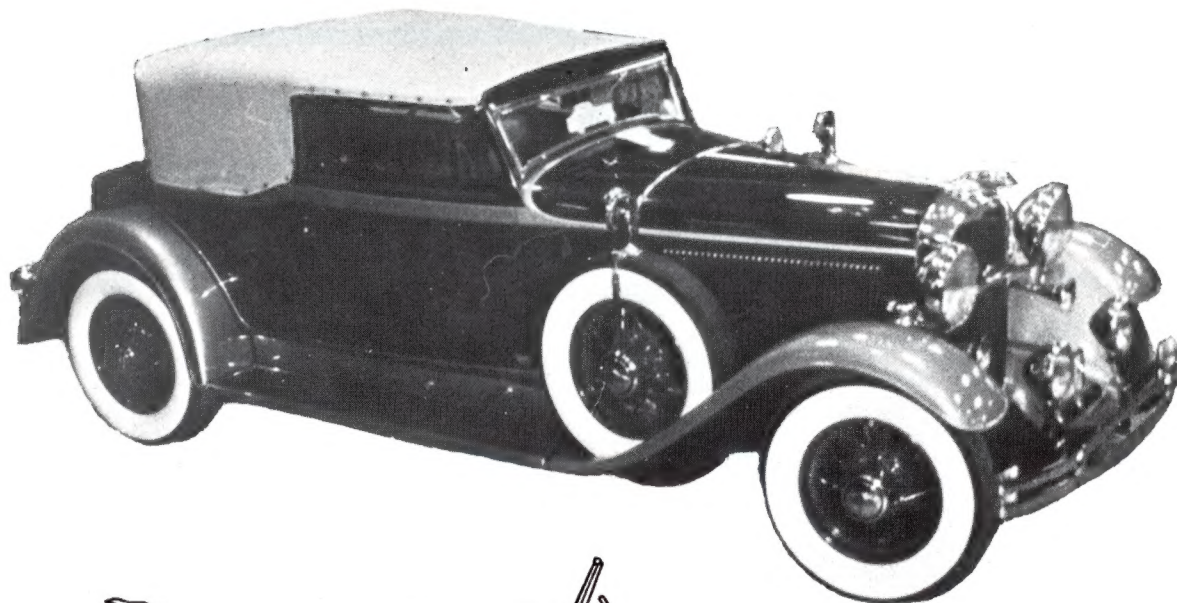
A Lincoln at home in a Pyrenees pass, or on the rocky roads of the cote d'azur—or on any mile of highway from Atlantic to Pacific. This Waterhouse Convertible Victoria is a motor car of continental elegance. Here, on the precision-built new Lincoln chassis, this expert coachmaker has employed his art in expressing the most popular trends in today's finest European automobiles.

Extremely low on the 145-inch wheelbase, this Lincoln seems actually road-clinging in its fleet beauty. It is a very compact 5-passenger 2-door coupe.

Doors are of extra width permitting easy access to the rear seat, far more comfortable than the conventional rumble seat. Front seats are restfully form-fitting, of the bucket type, both adjustable.

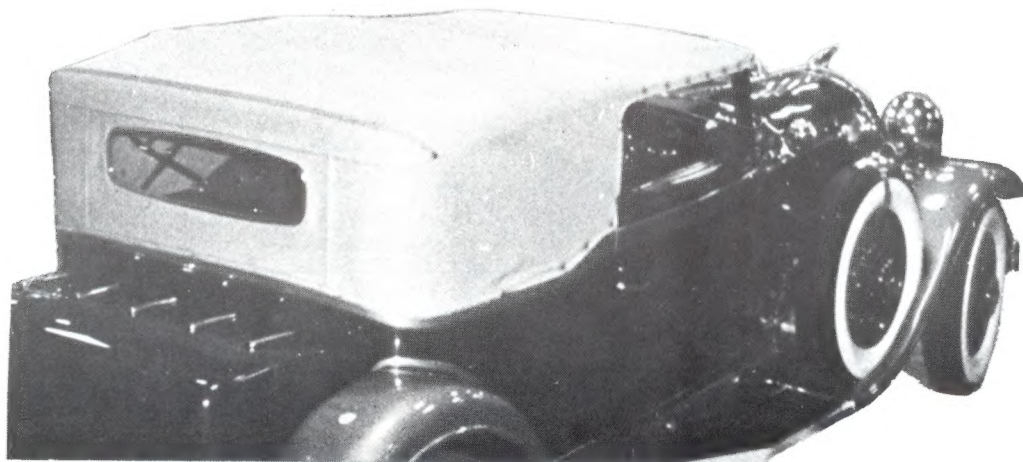
The entire top folds snugly. Whether closed or open, this Lincoln seems keenly alive, very sporting in appearance. Furnished either with a trunk on the rear or with roomy compartment in sloping rear deck. All conveniences are provided. All details of this Waterhouse Lincoln are finished with that niceness expected of a motor car of such distinguished type.





The photos and artwork on these pages, along with the cover, are of the 1931 Lincoln Convertible Victoria by Waterhouse. Waterhouse & Company of Webster, Massachusetts, formed in 1928, was a rather small and shortlived coachworks. The Waterhouse family had been employed by Cadillac's auto body repair shop in the Boston area prior to entering their own business.

Today Waterhouse & Company is best remembered for being one of the first to build the continental styled Convertible Victoria in this country. Lincoln offered this body by Waterhouse from 1931 to 1933. This 1931 model belongs to Nadine Rogg and is the only known survivor. The artwork and sales copy are from the 1931 supplemental sales brochure.



classic tool company

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1933 E. HAVEN DR., SANTA ROSA, CA 95404

LINCOLN OWNERS CLUB
9821 Copper Hill Road
St. Louis, Missouri 63124

Dear Members:

We are a new manufacturing company, specializing in the production of antique and classic car parts. We are interested in making obsolete parts that are no longer available or hard to get items.

I am a Tool & Die Maker with twelve years experience with Ford Motor Company. I have dealt with almost every aspect of automobile parts manufacturing. I have combined my talents with my father-in-law, also a Tool & Die Maker, and my brother-in-law, a Manufacturing Engineer. We have all been associated with automobile parts production and manufacturing.

Since we are a newly formed company, we have to limit our production to small and medium sized parts. If you have a need for cast, forged, machined, or stamped parts, please let us know of your need.

For your convenience, below is a sample form for you to copy and use in sending in your request. We hope to hear from you. Thank you for your time.

Sincerely,


Charles W. Coffel

Classic Tool Company
1933 East Haven Drive
Santa Rosa, Ca. 95404

Name: _____

Address: _____

Phone: _____

Make of Auto: _____

Year: _____

Part Discription (Please indicate; function, location, size, and original material part was made from. If possible send photo.)

NEWSMAKERS

By the Asst. Editor

The club membership extends their sympathy to Mrs. Marvin Finlan who's husband, Marvin, died on Sept. 14th, after a short illness. Mrs. Finlan has decided to remain in the club.

Ray Henry's 160" wheelbase, 1927 Willoughby Town Cabriolet is on the cover of the current issue of the AACA publication, "ANTIQUE AUTOMOBILE". It was also pictured in the Sept.- Oct. 1975 FORK & BLADE. This Lincoln is a one off built for Norma O. Bettinger, a wealthy lady. Ray bought the car in 1960 and had the same problem as the two or three previous owners, which was trying to get it to run well. He remembers one of the owners towing it 150 miles home on the end of a rope after a Grandville, Ohio meet.

The radiator was losing water with no evidence of any leaks. So every weekend, when Ray first had it, he'd tear into it. Finally he tried putting 60lbs. of pressure into each cylinder. When he got to number two the radiator percolated. There was a crack in a valve seat. Ray hired a "voodoo" welder - that's one of those guys who won't let you watch them work. Ray could hear him drilling then tapping, then drilling and more tapping. (After going to an AACA seminar on engine rebuilding I learned that the "voodoo" welder was CRACK LACING, the method of choice to repairing cracks in valve seats.) The "voodoo" charged \$35.00 and permanently cured the problem.

Ray has now driven an estimated 25,000 miles, going through two sets of tires, on 8 or 9 Glidden Tours and local meets, without major problems. He chuckles, now, as he recounts that the Lincoln has never failed to get him home.

Two years ago he had it professionally restored and has taken at least one Best of Show at an LOC meet. This fall, in Glouchester, Ohio on an AACA Ohio Region Tour, Ray hit a railroad crossing that had nothing between the rails. There was a sever jolt and the darnest crash. He thought the engine or drive train had fallen out. They hadn't but both headlite rims & lenses had been jarred off and Ray ran over them as did the following car. He did have a spare lens and another set of rims. The other lens has been supplied by Oakley Sumpter so Ray is set for next year's Glidden Tour to Denver. He & Shirley drove there in three 500 mile days for a past Tour. This year it might take a bit longer because of the lower speed limits.

Who's 1932 KB was recently seen in a new magazine on old cars? Ask Dick and Sally Ann Quick. (from the Editor)

Gerald H. Nau has asked for an article on color combinations.

ED Note. There is one in the works.

RECENT EVENTS

By the Asst. Editor

At the AACA meet in Philadelphia I encountered several Lincoln owners - most of them as I was going back to my room after the last Friday Seminar.

A lot of noise was coming from an open door and as I started to pass I saw Oakley Sumpter & Ray Henry, so I went in. Half an hour later I found out it was Morris Kunkle's room. Henry Jansen was there and I know Henry Harper & Ken Pearson would have been there had they attended the meet. Henry has been ill and was missed. Ruth Kunkle and the Oakley Sumpters were kind enough to let me join them at Bookbinders for dinner where Harrison Bridge and Henry Austin Clark, Jr. were also dining. Austin told me he'd found a treasure trove of photos (Lincolns naturally) taken in Detroit by a local independant photographer. Austin is duplicating these and other Lincoln photos from his own collection for LOC use. There wasn't time to go into details and we'll probably get the photos before we get the details as Austin is busy.

Ed Potts brought me up to date on the restoration of his 1925 "L" 7 pass. touring when we met in the crowded doorway of the Autobody Restoration Seminar. He's been fortunate enough to find a local bodyman who'll come over and work at his house for a day every few weeks so things have been moving along.

Ed remarked that he needed to write Ken Pearson a few questiona. Then he commented about how rapidly Ken answered his mail, "just like that" he said, punctuating with a snap of his fingers.

Robert Vann and I had just a few minutes, in the lobby, to exchange some information before he had to leave for home.

I was able to make a stop in Pittsburgh on my way home to meet Ernest Stern, see some of his Lincolns, to see Rick & Pete Kriss again, and to peruse Rick's old Ditzler paint book.



RETROSPECT, A MAN & HIS LINCOLN

By Ms. Janella Moser

The Lincoln shown here was only one of several owned in the late twenties and early thirties by my Uncle, James W. Brainard. Other Lincolns he owned included two Roadsters and several different types of Sedans. An innovation of his own design, which the Lincoln factory built into each of his cars, was a collapsible steering wheel. Since he was a large man, afflicted with both overweight and stiff legs, he needed a steering wheel that could be lowered until he was seated in a driving position and then pulled upward until it snapped into place. I am not sure if one of the Roadsters had the special wheel. That maybe why it was turned in on the Touring shown here. Among the sedans was one large Limousine which had jump seats and a speaker system.

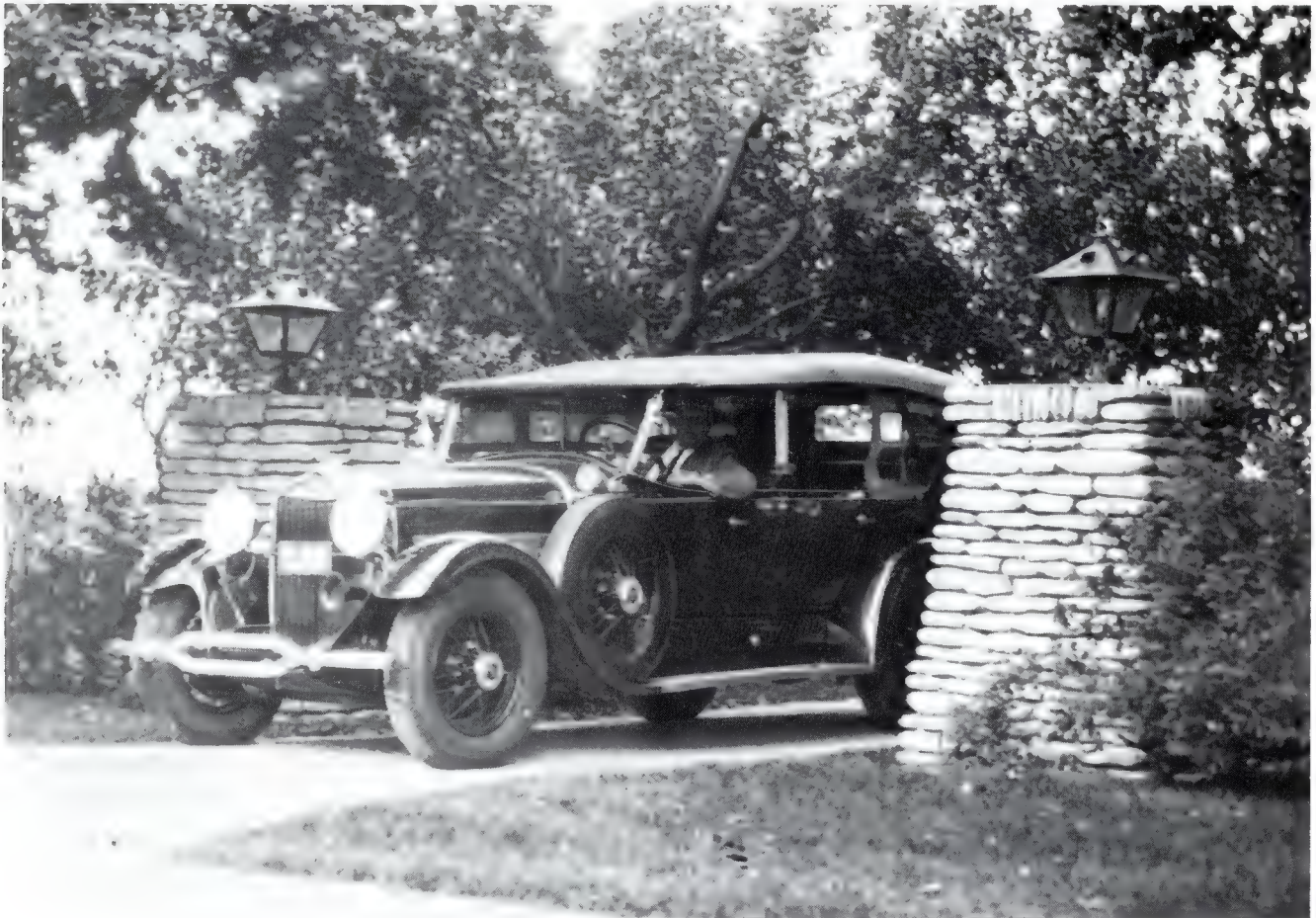


He also had one of the first Ford V-8's, as his runabout, on his estate, ROCK LEDGES, at Henderson Harbor, New York.

Mr. Brainard was a most colorful character along with having personal friends like Andrew Carnegie and Henry Ford. Earlier in his life he was in the U.S. Calvary and fought in the Indian Wars against Geranimo. With only a grade school education he was able to found and build a thriving steel company which still bears his name, BRAINARD STEEL COMPANY.

He passed away in the spring of 1937 and is buried in Cleveland near the President Garfield Monument.

*ED. NOTE It would be interesting to know if any of our members may now have one of Mr. Brainard's Lincolns with the special steering wheel. Also, please check out HEAVY TRAFFIC to see Ms. Moser's ad for two trunk luggage cases (from this car) that she has for sale.



Lincoln 1925-1930

Motor Tune-Up

A Lincoln automobile is equipped with an ignition system having a distributor with two sets of breaker arms and two ignition coils which form two complete ignition systems. The motor operates similar to two four cylinder motors. For this reason, synchronizing or timing of the distributor points to the motor is not quite so critical as on other models using a single coil and two breaker arms.

When the distributor points are not properly synchronized the trouble will not be so noticeable at low speeds but will cause the motor to vibrate at from 35 to 40 miles per hour when the car is suddenly accelerated. Another cause of rough running and vibration at speeds of 35 to 40 miles per hour may be due to one ignition coil being weaker than the other. This trouble should not be confused with improper synchronizing of the distributor points.

Due to the unrhythmic firing order of a Lincoln motor, an attempt at adjusting the carburetor for idling speeds should not be made when the car is idling at a slower speed than from 7 to 8 miles per hour.

Tune-Up Operations

1. Clean and adjust distributor and spark plug points.
2. Check timing chain for slack; adjust if necessary.
Note: When making a chain adjustment on a Lincoln automobile, it should be borne in mind that the timing case is aluminum and has a greater coefficient of expansion than a steel case. For this reason, care should be exercised not to get the chain adjustment too tight when the motor is cold. The motor should be thoroughly warmed up before making the chain adjustment.
3. Synchronize distributor points.
4. Check ignition timing; adjust if necessary.
Note: A special ignition timing setting should be used for anti-knock fuels (see Ignition Timing information).
5. Clean gas line strainers and screens; also check gas line for loose fittings.
Note: The gasoline systems on all Lincoln automobiles have three gasoline strainers between the carburetor and the gasoline supply tank. It should be remembered that one of these strainers is located under the frame channel. (See information under Gas Line Screens).
6. Check fan belt; adjust if necessary.
Note: On some 1928 models a condition may be encountered known as oscillating fan belt which might be confused with a condition of improperly synchronized ignition points. (See Oscillating Fan belt under Tune-Up Precautions below).
7. Tighten water pump nut; this operation is only necessary when packing gland is leaking.
8. Check throttle valve opening.
9. Check choke valve for position.
10. Check manifold gasket; see that all manifold flange nuts are tight.

11. Check high tension wiring.

Note: Care should be exercised not to pinch the high tension wiring insulation when replacing the conduit covers.

12. Adjust carburetor.

Note: If trouble is experienced by the motor starving for gas at high speeds, see information under Float Level Adjustment.

13. Road test car.

Note: The ignition should never be advanced beyond a point where a spark knock occurs except under full load conditions.

Tune-Up Precautions

Synchronizing of Distributor Points.—A rough running condition at from 35 to 40 miles per hour may be caused either by the distributor points not being properly synchronized or by one weak ignition coil.

Improperly timed or improperly synchronized distributor points on Lincoln cars do not give trouble at low speeds but affect the motor operation at speeds from 35 to 40 miles per hour. This condition is due to the fact that the Lincoln automobile has practically two ignition systems using a set of distributor points and a coil for each set of four cylinders.

Improperly synchronized distributor points can generally be indicated by a rough running condition which can be felt as a distinct vibration. To correct this trouble, retune the motor.

Oscillating Fan.—On some of the 1928 models a condition may be encountered known as an oscillating fan which might be confused with a condition where the ignition plugs are not properly timed or synchronized. While a condition of an oscillating fan will not cause the motor to vibrate exactly as improper timing would, the noise is similar and one who is not familiar with a Lincoln motor may confuse the two conditions by getting the impression that the noise heard is the result of motor vibration. A condition of oscillating fan is caused by the fan blades oscillating and can be corrected by replacing the original fan with a new one of heavier construction.

Spark Plug Gap Setting.—While a Lincoln motor is not sensitive to the spark plug gap setting, that is when the gaps are set within a tolerance of from .002" to .003" and a good grade of plugs is used, there are certain conditions where trouble may be experienced with the wrong setting. If the spark plug point gaps are set below .022", trouble may be experienced with a poor idling condition. If the spark plug gaps are set too wide, a popping back in the carburetor may be experienced on a hard pull. This trouble may be confused with carburetor trouble such as water in the carburetor bowl or a lean adjustment and can be identified by the fact that it occurs only on a hard pull while carburetor trouble may occur at any point within the range of operation.

Ragged Idle

Unrhythmic Firing.—Due to the design of a Lincoln motor a condition known as unrhythmic firing exists at very low engine speed and may be confused, by someone unfamiliar with a Lincoln motor, with some other trouble. In order to avoid customer complaints on idling, the motor should be set to idle at approximately from six to seven miles per hour road speed. After the speed of the motor passes this point, the unrhythmic firing order of the engine does not affect the vibration of the motor.

When tuning a motor the carburetor is the last unit that should be checked. Under no circumstances should the carburetor be changed or tampered with until after the ignition and valve timing and motor compression have been checked. Follow closely all recommendations relative to timing given in the Valve and Ignition Timing sections. If the trouble is finally traced to the carburetor, first make certain that the correct carburetor adjustments have been made (see carburetor adjustment instructions in the Carburetor Adjustment section). If the trouble still persists, remove and thoroughly clean all jets and passageways. If cleaning and adjusting the carburetor fails to eliminate the trouble, a poor idling condition may be caused by someone tampering with the idling openings. Turn to Idling Jets in the Carburetor Specification Diagnosis section in the Stromberg section in the back of this book.

Flat Spots

A condition of hesitation or flat spots at speeds from approximately 25 to 30 miles per hour may be experienced as the result of a sticking valve or water in the carburetor. These two causes for this trouble can be differentiated as follows: If the trouble is caused by a sticking valve, the car will not hesitate until after it is thoroughly warmed up. If the trouble is caused by a dirty float chamber or water in the float chamber, then the trouble will develop even while the motor is cold. These two conditions may also be confused with too lean a carburetor adjustment.

At high speeds, a flat spot may be the result of an improper float valve setting. The capacity of the float chamber on the carburetors used on Lincoln automobiles is such that the float must be correctly set in order to supply sufficient gasoline to the motor at high speeds. Jobs will sometimes be encountered where someone unfamiliar with the correct carburetor procedure for Lincoln motors has either changed the original float setting or has replaced the old float with a new one in which the float action is not sufficient to permit enough gasoline to enter the bowl to supply the motor at high speeds.

When installing a float valve assembly, extreme care should be exercised to see that the float valve seat has a sufficiently large opening to accommodate the gasoline supply of the motor. Also, if it should become necessary to change the float level,

the float lever arm should be bent in such a way that for any given level the maximum float travel is permitted.

Starving of the motor due to improperly set float is generally indicated by a spasmodic flat spot or hesitation at high speeds due to the motor running out of gasoline.

Motor Starving on a Pull.—A condition of motor starving or running out of gasoline on a long pull may be caused by a gas saver of the type that is tapped into the vacuum tank suction line between the carburetor and the head of the vacuum tank. A gas saver should never be inserted in this section of the fuel feed line.

Poor Acceleration

Ignition Timing.—The flywheels of Lincoln automobiles are provided with two sets of ignition timing marks, one set indicates top dead center and the other set is for retarded ignition timing. When any standard grade of white gasoline is used, the ignition should be timed by the late marks. If anti-knock fuel is used, the ignition should be timed by the dead center marks. If anti-knock fuels are used in a motor timed by the retarded marks, the car will have poor acceleration and lack power. If white gasoline is used in a motor timed by the dead center marks, the motor may knock. (See Ignition Timing for correct timing procedure).

Sticking Distributor Governor.—A condition of poor acceleration may be caused by a sticking ignition governor. The symptoms of this condition are a sluggish motor and lack of power which may be confused with an incorrect carburetor adjustment such as too rich a mixture.

If the governor becomes stuck and cannot be released by suddenly accelerating the motor on a pull with full advanced spark, it will be necessary to remove and dismantle the distributor assembly in order to correct the trouble.

Defective Breaker Arms.—Poor acceleration and a loss of power may be caused by the sluggish action or failure of one of the contact arms. An inactive breaker arm will entirely cut out one bank of four cylinders. Whenever this trouble is encountered, the breaker arm pin should be carefully cleaned and a drop of light oil placed on the pin to relieve the trouble.

Low Gasoline Mileage

Low gasoline mileage may be caused by the carburetor auxiliary starting needle not seating properly. It sometimes happens that someone unfamiliar with the correct carburetor adjustment procedure may remove the dash control button on the rod and when it is reinstalled, shorten it up to the extent of where the auxiliary starting needle is held off its seat. If the customer complains of low gasoline mileage, check to see that the auxiliary needle is seating properly and that there is sufficient clearance between the needle and the lift lever.

Continued next issue

HEAVY TRAFFIC

TRADE

For trade only, conversion set from wood to welded wire wheels for late 1928 through 1930. I have seven 20" wheels, two front hubs with drums (freshly turned), two rear hubs with drums, and one pair of wire wheel sidemount carriers. Need as trade four 21" or 20" Buffalo Wire Wheels and 1925-27 sidemount arms with tire strap pads. Hugh Nutting, 412 Boyd, Golden Colo. 80401 303-279-5299

FOR SALE

1926 radiator, good, with shell and louvers, needs replating. \$200.00 or trade for 1923 parts. M.E. Hart, 3458 122nd Place N.E., Bellevue, Wash. 98005

1931 radiator shell needs plating otherwise mint \$200.00. 1934 Owners Manual, original very nice \$40.00. Pete Plunnett, 1348 Biscayne Road, Hollins, Va. 24019

1935 semi-coll. cab. body by Brunn. National first place winner - Senior Custom CCCA., professional restoration. Richard V. Schweitzer, 2488 Holgate Road, Akron, Ohio 44313 216-836-1262

(year not stated) complete motor (in parts), several used heads, radiator and shutters. Robert J. Eygabroad, Route 5 box 92, Washington, N.C. 27889 919-946-7202

1929-30 trunk luggage cases, came off Lincoln touring. One is 16"x24"x5½" and the other about twice as long. The cases are in good condition, very clean inside, with working locks - but no keys. Make offer. Ms. Janella Moser, 2419 Overlook Road, Cleveland Heights Ohio 44106 216-321-8524

LEADS

Egge Machine Co., 8403 Alport, Santa Fe Springs, Calif. 90670 has model "L" timing chains for about \$65.00. Sent in by Jack M. Durrell

1950 lincoln Cosmopolitan "needs repair", \$500.00. George W. Pickard, 10 Dogwood Court, Clyde, N.C. 28721 704-627-9324

ED NOTE: Please see "heavy thoughts" at the end of ad section.

WANTED

Fork & Blade back issues before May 1969. 1925-6 "L" Owner's Manual, 1931 "K" Service Manual, 1932 "KB" Owners and Service Manual. Also, want color sales literature for above years and models. Bob Schill, Bob Schill, Box 52, Hinsdale, N.H. 03451 603-336-5801

1922 need louvered part of hood, drivers side. One hood handle, two inserts that hood latches hook into to hold hood down. Motor crank, Owner's Manual, one headlite lens (wide rib pattern), two Trico vacuum wiper motors, bakealite cover for dist. (covers the wires). Gerald H. Nau, 10409 Midland Blvd., St. Louis, Mo. 63114 314-423-7715

1924 radiator cap, grease cup for water pump, grease nipples, and gas gauge-tank attached. Bob Huffaker, 806 Cherry Street, Chattanooga, Tenn. 37402 615-266-3101

1925 front and rear bumpers, arm for left rear lamp, (will swap arm for left side American Rolls Royce), link to hold radiator cap on, 15 dust covers for grease nipples, socket for ball and socket joint of shock absorbers, screw down greaser for water pump, two front license plate clamps, rear license plate holder, 44 new cylinder head nuts with washers, 12 new inlet manifold nuts with washers, cable housing & wire ect. for fuel gauge, and priming cup top (must have a good seal). P. Harris-Mayes, Waimarino Manor Ave., Deal Kent, CT14-9PN England

WANTED CONT.

1926, need repo. Service Manual. Please advise price.. P. H. Cooper, 3620 South Coffman, Casper, Wyo. 92601 Phone: 307-235-6446

1926, want correct clock (Waltham) for '26 Lincoln. This clock fits into the speedometer housing. Would also be interested in complete unit. Need two 19" wire wheels for 1931 along with some MINT hub caps. Bob Schill, Box 52, Hinsdale, N. Hamp. 03451

1929, engine, gearbox, horn, headlite lenses. Vanderbergh Jan, Bezuidenhoutse Weg 468 The Hague, Holland

1931, taillite assembly - left side, and four hood latches. C.R. Schutte, 14560 Friar Street, Van Nuys, CA 91411 785-1648

1931, head & manifold gaskets, levers that control spark--gas--throttle on steering wheel, and hool latch handles. Charles L. Hippler, Jr. Box 6, Manchester, Maine 207-623-3357

1932, trunk rack, greyhound, headlite lenses, left horn, and some internal engine parts. Rand Middleton, 1009 South Linden, Normal, Ill. 309-828-4016

1933, need parking lites, hubcaps, clock and two wheels. For a 1936, need a trunk rack. Paul Baker 2920 Marysville Blvd., Sacramento, CA 95815 922-6761 days, 922-5933 eve.

1934, need head gaskets and a complete gasket set. Hunter G. Robertson, 864 Kingston Rd. Ontario, Canada LIVIA8 416-839-2097

1934, cylinder blocks or complete engine with all accessories. Paul J. Boucher, 251 Alpern Ave., Elberon, NJ. 07740 201-229-6643

1936, need horns, good running boards, have parts to trade. John Greenleaf, William Henry Road, North Scituate, RI 02851 401-647-5926

1936, need owners manual, dash emblem, right taillite lens, rear seat clock, one inner sidemount cover, and tools. Robert Meyers, 52 A Lake Creek Road, Rhinelander, WI 54501 362-2557

1938, fuel pump AC# 152-1218#452 Ralph Heidsiek, 17360 Chase Street, Northridge, CA 91324

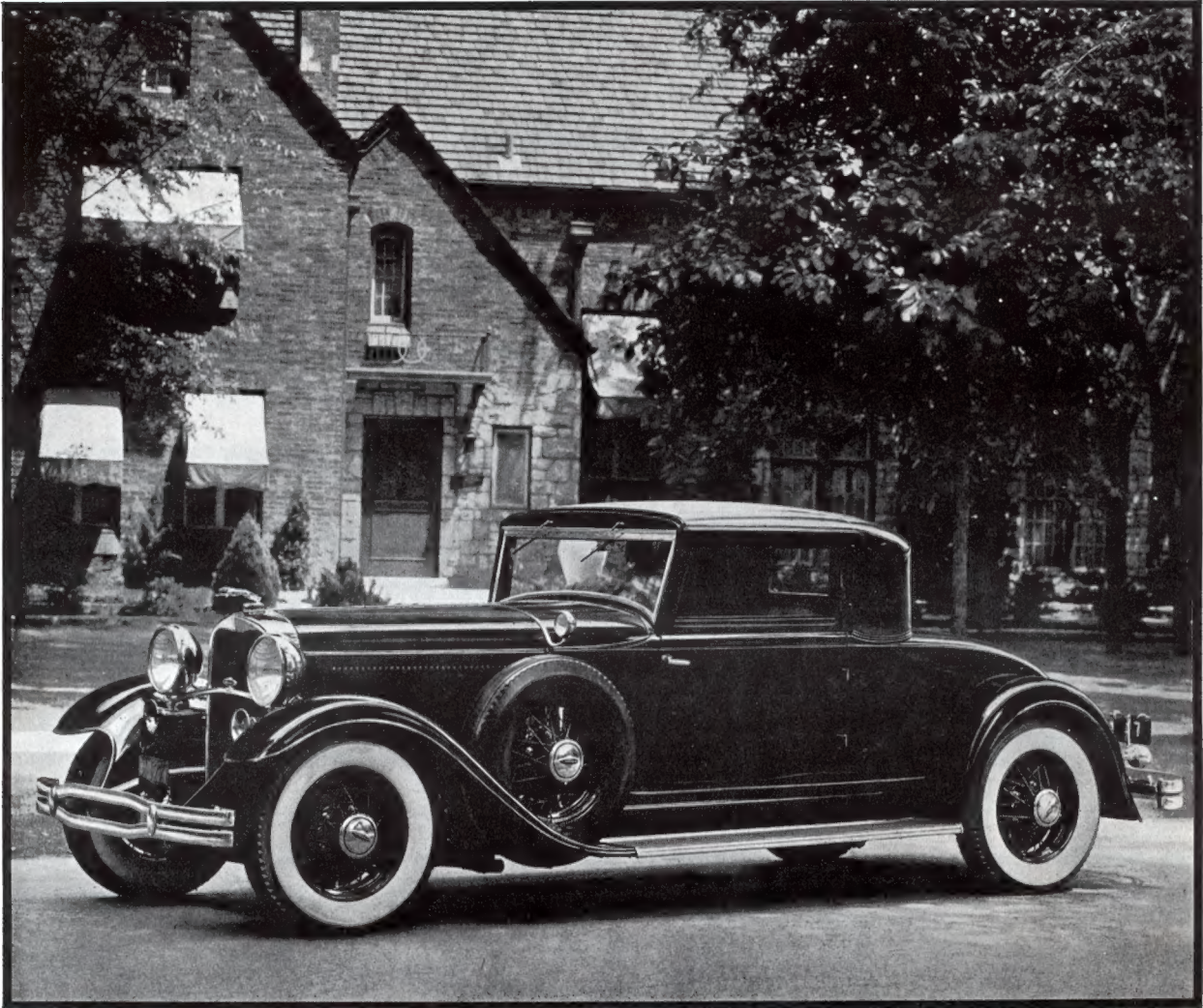
1938-39, fuel pump. Robert J. Eygabroad, Rt. 5, Box 92, Washington, N. Car. 27889

1960, want wide white wall 9:50 X 14 tires. Lars-Ake Persson, Stugunas, 910 23 Sormjole, Sweden

ADS ARE FREE TO MEMBERS. To avoid error, please print or type your ad including your name, full address, area code and telephone number, and mail to Joe Hordubay, Oldfields School, Glencoe, Maryland 21152. Club policy limits ads to Lincolns (except Zephyrs and Continentals) up to 1940.

EDITORS NOTE: HEAVY THOUGHTS

At this time HEAVY TRAFFIC goes on record as reconfirming club policy regarding advertising. We will no longer print ads for anything other than L, K, KA and KB Lincolns. With this in mind, and to conserve space, we have dropped the Lincoln name in refering to cars or parts. From now on HEAVY TRAFFIC means HEAVY LINCOLN.



THE LINCOLN JUDKINS COUPE

A Meeting of Beauty and Power

MOTOR CARS are bought for a myriad of reasons. To some, speed is of prime importance. . . . The Lincoln engine provides a continually smooth-flowing power that is more than you will want under all normal circumstances. Others seek beauty of line, finish, appointments. . . . The Lincoln is designed to appeal to the most discriminating tastes in the world, by automotive craftsmen widely recognized as leaders.

Precision-workmanship, durability, spaciousness, luxurious comfort . . . many fine cars are purchased to secure these individual characteristics. All of them are present to a remarkable degree in the Lincoln. Yet, in this automobile, no single feature is outstanding. No one desirable quality has been

developed at the expense of another. Today as always, Lincoln aims to offer you a motor car of balanced excellence, as nearly perfect as it is humanly possible to make it.

Always at the service of Lincoln are the great resources of the Ford organization, its ownership and control of virtually inexhaustible raw materials, its extensive laboratories experimenting continually with almost every phase of the automobile industry. The Lincoln is made in a plant famous throughout the world for its precision methods and for the completeness of its equipment. Only with such a background is it possible at reasonable cost to offer you a motor car of full Lincoln value. Prices range from \$4400, f. o. b. Detroit.

1931

. . . THE LINCOLN